

IN THE SPECIFICATION

Please revise paragraph [0011] beginning on page 3 as follows:

[0011] A contemporary automotive assembly line for mounting tires with respective wheels includes a pair of conveyors designed for supporting and transferring the tires and wheels, respectively, which are received from tire and wheel supplying sources, i.e. stations at the assembly plant. The wheels and tires are transferred by the first and second conveyors to an assembly for mating the tire with the wheel. The assembly includes a device for supporting the wheel having spaced seats extending around a vertical axis. A tire support for supporting the tire having spaced beads on the wheel with one bead looped between the seats ~~[[an]]~~ and outside the seats is adjacent the device for supporting the wheel. The assembly includes a tool for forming the seats over the bead with the entire bead disposed between the seats. A tire support of the present invention includes a tread support for engaging the tread of the tire. A side support for engaging the side of the tire is connected to the tread support. The tire support is adjustably supported on the tread support.

Please revise paragraph [0023] beginning on page 8 as follows:

[0023] The arms **70, 72** may move vertically and horizontally along the plates **50, 52**. With respect to different operational modes of the present invention, the arms **70, 72** are movable upwardly from and downwardly to the second plate **16** to present the seat **94** of various angles defined between the inclined surface of the plates **50, 52** and the terminal ends **74, 78** of the arms **70, 72**. This allows for the ~~[[for the]]~~ positioning of the tire **T** upon the respective wheel **R** prior to mounting the tire **T** and wheel **R** together at the assembly line. In addition, the first terminal ends **74, 78** of the arms **70, 72** are movable upwardly and downwardly with respect to the vertical axis **B**. Desirable alignment of the tire **T** to the respective wheel **R** is provided by an angle of the seat **94** defined between the first ends **74, 78** of the arms **70, 72** and the inclined surfaces **62, 64** of each plate **50, 52** of the tread support

18. As appreciated by those skilled in the art, a plurality of wheels **R** having different diameters may be positioned within and on the circular plate **24**. To provide a desirable alignment between the tire **T** and the wheel **R**, the arms **70**, **72** are pre-positioned relative to the slots **66**, **68** to provide a seat **94** capable of aligning various sized tires **T** and wheels **R** in a desirable relationship.